



THE IDAHO & WASHINGTON NORTHERN RAILROAD BRIDGE
Erected 1910; over Pend Oreille River, near Lone, Washington; painted with CARBONIZING COATING.



ARMOUR-SWIFT-BURLINGTON MISSOURI RIVER BRIDGE
(Fratt Bridge); Kansas City, Mo.; McClintic Marshall Construction Company, Contractors. 19,000 tons; erected and painted with CARBONIZING COATING in 1911.



TWENTIETH STREET VIADUCT
Denver, Colo.; erected during 1909 and 1910; painted with CARBONIZING COATING, the never-failing Preserver of Steel.



UNION PACIFIC RAILROAD BRIDGE
Over Missouri River at Omaha, Nebr.; cleaned and painted during summer of 1906; part of floor system receiving two coats, and all overhead surfaces one coat of CARBONIZING COATING; repainted with Carbonizing Coating in 1913; one coat seven (7) years service. We are informed the best previous record for a paint on this bridge was three (3) years.



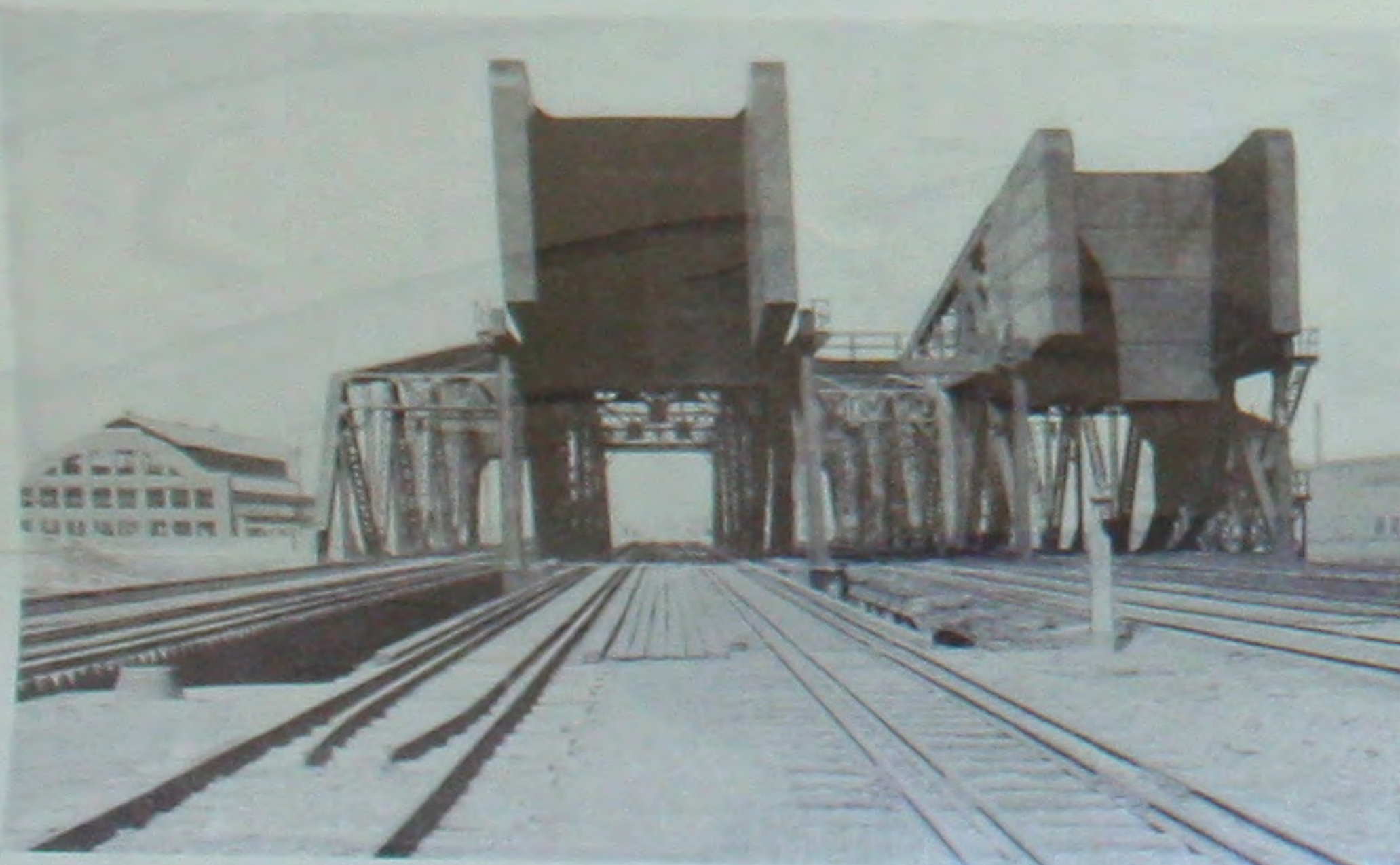
SIXTH STREET VIADUCT
Kansas City, Mo.; erected 1905; painted with CARBONIZING COATING; examined yearly; Thus far less than 1% deterioration. CARBONIZING COATING Protects when all other paints fail.



MARKHAM GULCH VIADUCT
On Bingham & Garfield Railroad, Bingham Canyon, Utah; 220 feet high; erected and painted with CARBONIZING COATING 1911.



THE NEW CANTILEVER BRIDGE
Of the Pittsburgh & Lake Erie Railroad, New York Central Lines, over Ohio River at Beaver, Pa.; weight 16,000 tons; erected in 1910; this bridge cleaned and painted two coats of CARBONIZING COATING during summer of 1911. CARBONIZING COATING is the only Reliable Preserver of Iron and Steel.



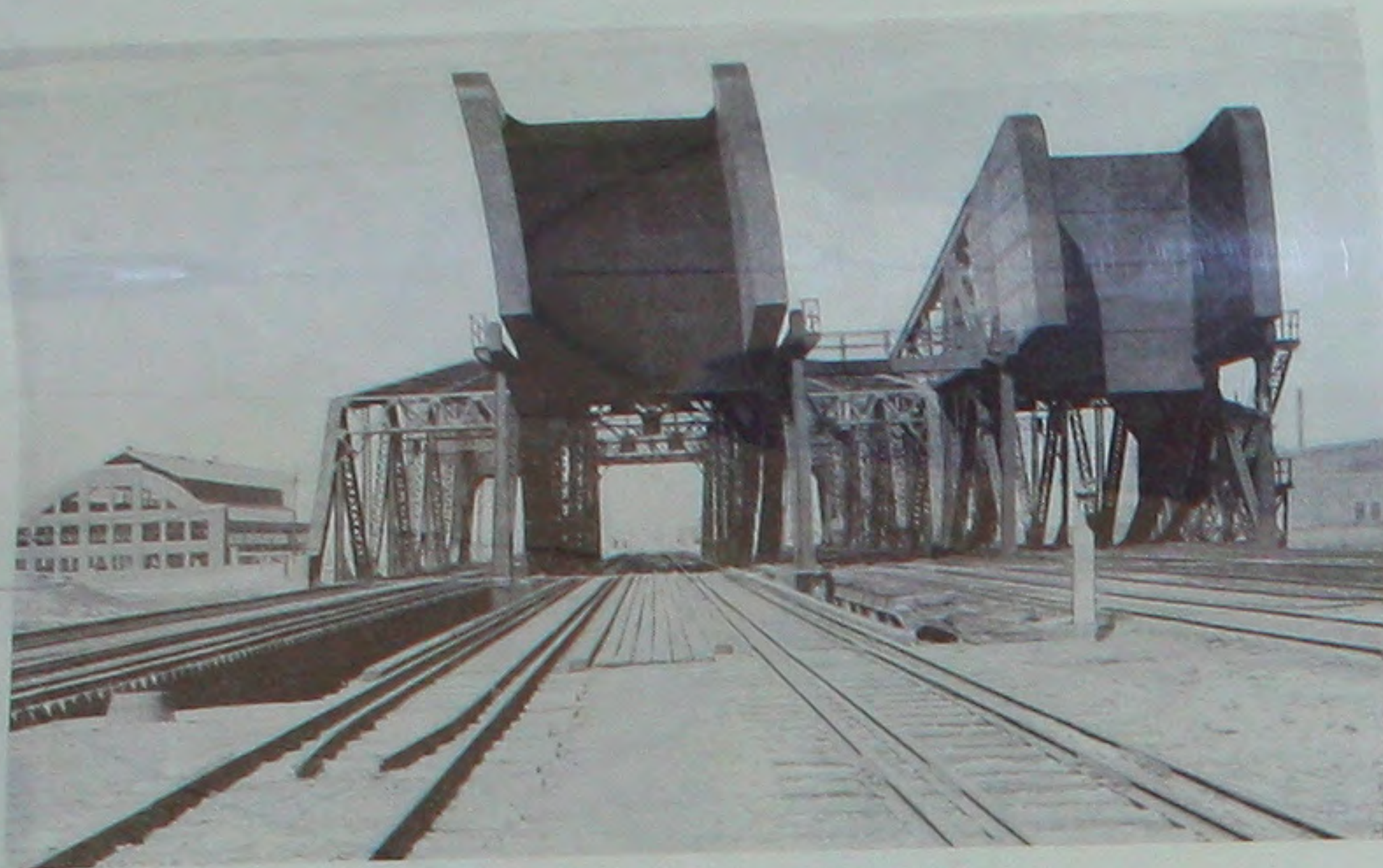
EIGHT TRACK ROLLING LIFT BRIDGE
Of the Sanitary District, Chicago, Ill.; two west sections operated by Pan Handle Railroad Company, and the far east section operated by Chicago Junction Railroad Company; painted with CARBONIZING COATING.



COALING STATION, NEW YORK CENTRAL LINES, ROCHESTER, N. Y.
Painted with CARBONIZING COATING PAINT.



ERIE RAILROAD, PENHORN CREEK VIADUCT, JERSEY CITY, N. J.
Four-track structure 2550 feet long; erected 1910; fifth section painted with CARBONIZING COATING.



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CENTER STREET BRIDGE OF PENNSYLVANIA RAILROAD, NEWARK, N. J.
Double-deck bridge; painted one coat CARBONIZING COATING 1911.



RAILWAY SHOPS OF ATLANTIC COAST LINE RAILROAD CO., AT WAYCROSS, GA.
Erected 1906-1907; all iron and steel painted with CARBONIZING COATING.



PARTIAL VIEW OF FLORIDA EAST COAST LINE RAILWAY
Construction over Florida Keys, portion of which was painted with CARBONIZING COATING.



COLORADO RIVER BRIDGE
Of the San Antonio & Arkansas Pass Railway, near Altair, Texas; 275 feet through riveted structure; erected by the Virginia Bridge & Iron Company at Memphis Shops; painted with CARBONIZING COATING.



PENNSYLVANIA RAILROAD COMPANY PASSENGER STATION AND TERMINAL, PITTSBURGH, PA.



PENNSYLVANIA RAILROAD COMPANY PASSENGER STATION AND TERMINAL, PHILADELPHIA, PA.



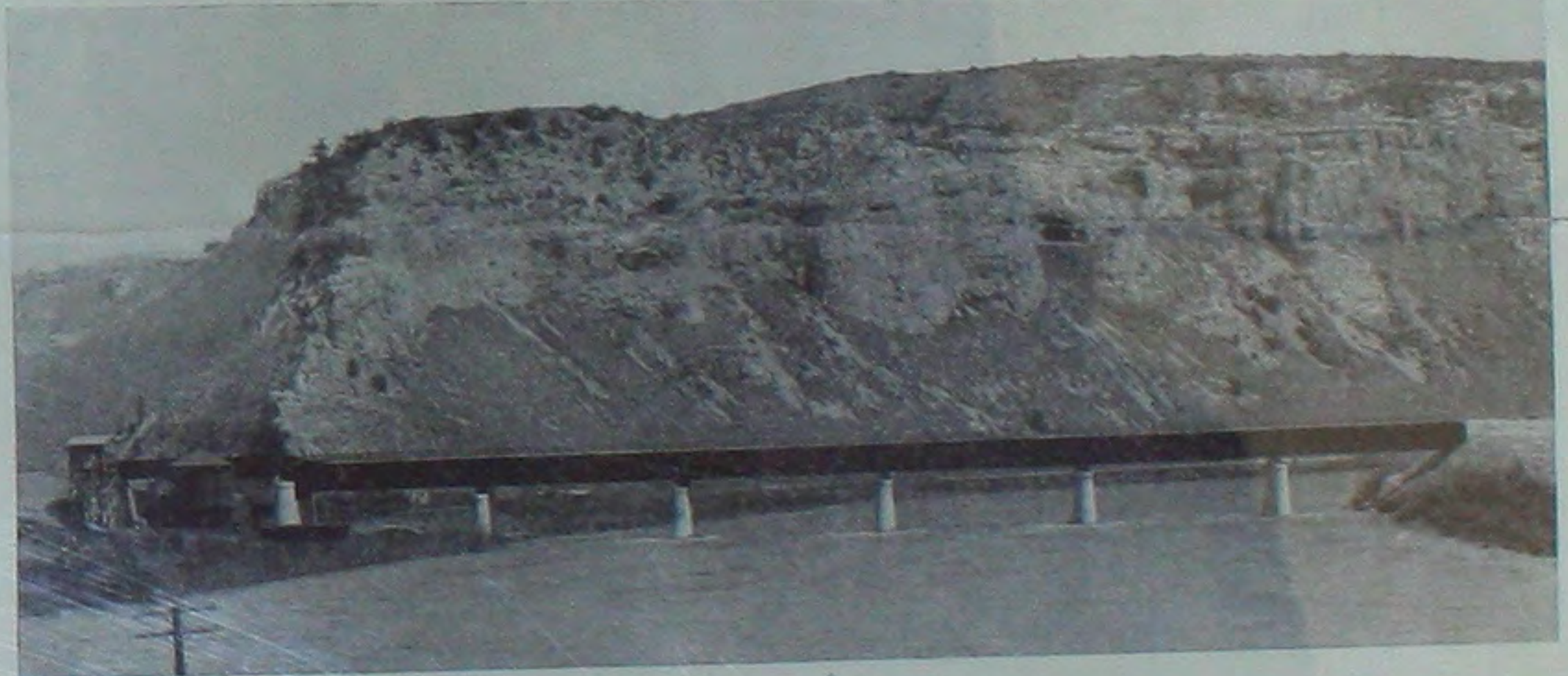
WIND RIVER BRIDGE
Spokane, Portland & Seattle Railway (Hill System). Painted with CARBONIZING COATING.



COLUMBIA RIVER BRIDGE
Chicago, Milwaukee & St. Paul Railroad Company, Beverly, Washington; erected 1907; painted with CARBONIZING COATING.



PENNSYLVANIA RAILROAD BRIDGE
Across the Potomac River at Washington, D. C.



MISSOURI RIVER BRIDGE
Chicago, Milwaukee & Puget Sound Railway, Lombard, Montana.

CARBONIZING COATING Paint reduces Maintenance Expense and First Cost to a Minimum
MANUFACTURED EXCLUSIVELY BY
THE GOHEEN MANUFACTURING COMPANY
London, E. C., England CANTON, OHIO, U. S. A.